





## Auctions.

## PUBLIC AUCTION

## MANILA CIGARS.

The Underlined will Sell by Public Auction, on

WEDNESDAY,

the 10th August, 1899, at 2.30 p.m., at his

Room, Duddell Street, —

20,000 REGATIA BRITANNICA.

10,000 CONCHAS FINOS.

10,000 BOUQUETS.

These Cigars are from one of the Best

Manufacturers in Manila, but are not packed

in Cedar Boxes; being to the present

war, no Cedar being used through the

Insurance's line, and consequently there is

a scarcity of such Wood.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, August 11, 1899. 1818

## PUBLIC AUCTION.

ON the 2nd of September Next, will be

Sold at the Public Auction Rooms,

BATAVIA, to the highest bidder:—

THE DUTCH IRON TWO MASTED

MAIL SCREW STEAMER

'PRINS ALEXANDER.'

Built in 1872, by Blackwood and Gordon,

Chapman. Length is for certificate of

measurement 240 feet, breadth 29 feet, depth

17 feet. Draft loaded 36 feet 6 inches,

measuring gross 1098.9 and net 777.2 tons

with 17 First-class and 8 Second-class

Passenger Accommodation. The Engines

are compound surface condensing of 700

I.H.P., 2 Steamboilers of 75 H.P. per square

inch working pressure and 224 square feet

of heating surface, new in 1885. Donkey

Boiler, new in 1884. The Ship is to be

Sold as she is now lying in the harbour of

Tanjong Priok, with all her inventory on

board; six boats. Spare engine gear, in-

clude a new spare steel crank-shafting and

in open for inspection daily.

In the morning offers will be entertained.

Agents of the Koninklijke Paketvaart Ma-

LAUW, WEGENER & Co.

Hongkong July 20, 1899. 1824

## Intimations.

## The Equitable

## LIFE ASSURANCE SOCIETY

## OF THE UNITED STATES.

## SURPLUS OVER ALL LIABILITIES

## Twelve Millions Sterling.

PAID TO POLICYHOLDERS DURING 1898,

Over £4,980,000 Stg.

PAID TO POLICYHOLDERS IN LESS THAN

40 YEARS

Over £62,270,000 Stg.

The Policies of the Equitable of the

United States secure—

1.—A Lucrative Investment.

2.—Protection for a Wife.

3.—Endowment for Children.

4.—Provision for Old Age.

Amounts of Cash Surrenders, Loans,

Paid-up Assurances are written in the

EQUITABLE'S Policies and Guaranteed.

TO EFFECT ASSURANCES,

Apply to F. KIENE,

Acting Manager, Hongkong.

1499

PATENT

PORTABLE

PIANOS.

SOMETHING NEW!

Only 2 feet High. Five Octaves.

REMARKABLE TONE

AND PERFECT TOUCH.

Suitable for Naval or Marine

Officers' Cabins.

CAPITAL IDEA FOR LAUNCH PICNIC

PARTIES.

For Sale or Hire.

INSPECTION INVITED.

LANE, CRAWFORD & CO'S

MUSICAL DEPARTMENT.

JUST LANDED.

HASTINGS AND NEPHEW'S Best

York Cut HAM'S.

Also,

AUSTRALIAN PINE-APPLE BRAND

BACON.

VERY MODERATE PRICES.

H. RUTONJEE,

13 and 15, D'Almeida Street, Hongkong,

and 21 and 22, Elgin Road, Kowloon.

Hongkong, June 3, 1899. 1838

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship Moravia having ar-

ived, Consignees of Cargo are hereby

informed that their Goods are being landed

at their risk into the Godowns of the

HONGKONG AND KOWLOON WHARF AND

GODOWN COMPANY, LIMITED, whence

delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Claims must be sent to the Office of the

Underwriter before Noon, on the 18th

August, or they will not be recognized.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after

the 1st August will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents.

Hongkong, August 11, 1899. 1818

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

## THE PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY'S

## STEAMER CANTON.

FROM ANTWERP, LONDON, PORT

SAID, SUEZ, COLOMBO AND

STRAITS.

CONSIGNEES of Cargo by the above-

named Vessel are hereby informed

that their Goods are being landed and

placed at their risk in the HONGKONG AND

KOWLOON WHARF AND GODOWN COMPANY'S

Godowns at Kowloon, and that each con-

signee will be sorted out Mark by Mark, and

delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on Cargo:—

From ITALY, ex s.s. *Thames*. From

MADRAS, ex s.s. *London*.

Optional Goods will be landed here unless

instructions are given to the contrary be-

fore 4 p.m., To-day, the 11th Instant.

Goods not cleared by the 17th Inst., at

4 p.m., will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

All Damaged Packages must be left in

the Godowns, and a certificate of the dam-

age obtained from the Godown Company

within ten days after the vessel's arrival

here, after which no Claims will be re-

cognized.

H. A. RITCHIE,

Superintendent.

Hongkong, August 11, 1899. 1815

## NORTHERN PACIFIC STEAMSHIP

## COMPANY.

## STEAMSHIP LENOX.

FROM PORTLAND, OR., YOKOHAMA,

KOBE AND MOI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested

to send in their Bills of Lading for coun-

tersignature and to take immediate delivery

of their Goods from alongside.

Cargo impeding the discharge of the

Vessel will be landed and stored at Con-

signees' risk and expense.

BODWELL & Co., Ltd.,

Agents.

Hongkong, August 11, 1899. 1819

## To-day's Advertisements

## KANG ON,

## CONTRACTOR,

35, D'ALMEIDA STREET, HONGKONG.

## CONTRACTS for Local and Coast Port

BUILDINGS of all descriptions, Sup-

plying TIMBER, BRICKS, GRANITE, and all

BUILDING MATERIALS at very MODERATE

PRICES, and undertakes the engagement of

CARPENTERS, SMITHS and MASONS.

Hongkong, August 12, 1899. 1822

## UNITED STATES AND CHINA-

## JAPAN STEAMSHIP LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## INDRALEMA,

## Captain BAKER, will be despatched as

## above on FRIDAY, the 18th Instant, at 3

## p.m.

## For Freight, apply to

## JARDINE, MATHESON &amp; Co.,

## Agents.

## Hongkong, August 12, 1899. 1699

## NOTICE

## COMPAGNIE DES MESSEGERIES

## MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

## SAIGON, SINGAPORE, RATAVIA,

## COLOMBO, PONDICHERRY,

## MADRAS, CALCUTTA, DJIBOUTI,

## EGYPT, MARSEILLES,

## MEDITERRANEAN AND

## BLACK SEA PORTS, LONDON,

## HAVRE, BORDEAUX;

## ALSO

## PORTS OF BRAZIL &amp; RIVER PLATE.

## ON SATURDAY, the 26th August, at

## Noon, the Company's Steamship

## OCEANIAN, Captain SCHMITZ, with

## MAILS, PASSENGERS, SPECIE, and

## CARGO, will leave this Port for MAR-

## SEILLES Via Ports of Call, WITHOUT

## TRANSHIPMENT.

## Cargo and Specie will be registered for

## London as well as for Marseilles, and ac-

## cepted in transit through Marseilles for the

## principal Ports of Europe.

## Shipping Orders will be granted till

## Noon.

## Cargo will be received on board until 4

## p.m., Specie and Parcels until 3 p.m., on

## the 25th August. (Parcels are not to be

## sent on board; they must be left at the

## Agency's Office).

## Contents and value of Packages are re-

## quired.

## For further particulars, apply at the

## Company's Office.

## G. DE CHAMPEAUX,

## Agent.

## Hongkong, August 12, 1899. 1823

## FROM HAMBURG, BREMEN, PEN-

## ANG AND SINGAPORE.

## THE H. A. L. Steamship Saxon, Capt.

## KRECH, having arrived from the

## above Ports, Consignees of Cargo are

## hereby requested to send in their Bills of

## Lading for countersignature by the Under-

## signed and to take immediate delivery of

## their Goods from alongside.

## Optional Cargo will be forwarded unless

## Notice to the contrary be given before Noon,

## To-day.

## Any Cargo impeding her discharge will be

## landed into the Godowns of the HONGKONG

## AND KOWLOON WHARF AND GODOWN COM-

## PANY, LIMITED, and stored at Consignees'

## risk and expense.

## No Claims will be admitted after the

## Goods have left the Godowns and all Goods

## remaining undischarged after the 19th Inst.

## will be subject to rent.

## All Broken, Chafed, and Damaged Goods

## are to be left in the Godowns, where they

## will be examined on the 19th Instant, at 3

## p.m.

## No Fire Insurance has been effected.

## SIEMSEN &amp; Co.,

## Agents.

## Hongkong, August 12, 1899. 1821

## Vessels Advertised as Loading.

Destination.	Period.	Agents.	Date of Leaving.
Australian Ports.	Guinea (s)	Gibb, Livingston & Co.	Aug. 17, 5 p.m.
Australian Ports.	Reage Maru (s)	Nippon Yusen Kaisha.	Aug. 22, at 4 p.m.
Australian Ports.	Guinea (s)	Norddeutscher Lloyd.	Aug. 16, at 9 a.m.
Havre and Hamburg.	Wittenberg (s)	Carlowitz & Co.	Aug. 19.
Havre and Hamburg.	Alais (s)	Carlowitz & Co.	About Sept. 10.
Havre and Hamburg.	Sturmberg (s)	Carlowitz & Co.	About Sept. 20.
Havre and Hamburg.	Sturmberg (s)	Carlowitz & Co.	About Oct. 5.
Havre and Hamburg.	Sturmberg (s)	Carlowitz & Co.	About Oct. 15.
Kobe and Yokohama.	Edo Maru (s)	Nippon Yusen Kaisha.	Aug. 17, at Noon.
London.	Manila (s)	P. & O. S. N. Co.	About Aug. 17.
London.	Bombay (s)	P. & O. S. N. Co.	About Aug. 24.
London & Ports of Call.	Farranatta (s)	P. & O. S. N. Co.	About Aug. 19, at noon.
London & Ports of Call.	Antenor (s)	Butterfield & Swire.	Aug. 15.
Manila.	Yuenang (s)	Jardine, Matheson & Co.	Aug. 14, at noon.
Manila.	Sungking (s)	Butterfield & Swire.	Aug. 14.
Manila.	Diamante (s)	Shewan, Tomes & Co.	Aug. 16, at 5 p.m.
Manila.	Manila (s)	Shewan, Tomes & Co.	Aug. 16, at 5 p.m.
Manila.	Manila (s)	Shewan, Tomes & Co.	Aug. 16, at 5 p.m.
Messageries Maritimes.	Oceanic (s)	Messageries Maritimes.	Aug. 23, at noon.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.	Chingwo (s)	Holiday, Wise & Co.	About Sept. 3.
Messageries Maritimes.			



STEAM NAVIGATION IN THE CAN.  
TON DELTA

NOTED BY THE DEPARTMENT OF A COMMITTEE  
ON CUSTOMS.

find of the most interesting of all the

1895 is that of Mr E. B. Drow, Canton. We have already quoted his remarks upon piracy. The following shows how the Chinese officials continue to hamper their own trade :—

Interior brooks and rivers of China, which

was granted to steam vessels at the port facilities, whether Chinese or Foreign. In March, 1898, has been already pretty widely availed of in the waters of the province of Kwangtung. At present the number of steamers—most of them more fitly to be termed launches—making use of this privilege is a little above 100. They are, for the most part, employed, not to convey goods and passengers themselves, but for the towage of large Chinese barges fitted to carry both cargo and passengers. This

not, however, new to these waters; it has existed, though to a limited extent, for 10

or 13 years. The new departure consists in this: that whereas, prior to the Inland Steamer Regulation of 1898, the use of steamers to tow Native passenger-canoes, and whereas these 30 enjoyed a special and exclusive monopoly on defined routes for which a quarterly license fee was paid to the provincial government, varying in amount between some \$300 and \$1,300, each of the 30 now receives a quota of \$1,120 to \$1,800 per year paid by each monopolist on the other hand, at the present time, since the new regulations of 1899 promulgated, the monopoly has been destroyed, and any passenger barge whatever may be employed to tow a canoe to or from its regular voyages between Canton and its destination among the many towns of the West River, the East River, and the Delta. The old fees so heavy that no barge could afford to pay it unless in emergency, are now abolished. On the other hand, as matters are now, all that has to be paid by a launch is \$15. 10 for its privilege, the first year, and \$15. 2 annually there-

the launch is Chinese, however, and  
the launch is Chinese, however, and

Government of the province, and the provincial authorities, and on it by the provincial government! This fee is nothing more than a tax on passenger traffic. One understands that the launches concerned do not contrive to avoid the tax by becoming foreign-owned according to a process with which many of us are familiar, but, as they are not, the Chinese government has no right to tax them. It is a tax on the Chinese citizens and on the Chinese property, and it is a tax on the Chinese ownership by their nationals, and the Chinese launchers remain Chinese and steadily pay the provincial tax. The employment of launches to tow the Canton suburban passenger boats is giving voice to the Chinese-propelled steam launches, which are doing the towing of the Chinese sailing boats and the Chinese steam launches and the popularity of the Chinese launches is better proof than the Chinese notices one sees of late on so many of the local stern-wheelers, which read "Steam launch employed." The man-power boats appear to be as numerous as ever, and they are used to tow the boats on the long lines for short lines, and for branch lines where passengers are few or where the water is too shallow for launches. In time, perhaps, the local passenger barges will be worn out and will disappear, to give place to vessels in which the towing power and the towed vessel are one, and the towing a single craft—i.e., the gondas-and-passengers carrying steamer. Already there exist here two or three shallow steam barges, like those on some of the western waters of America, with the wheel behind; these run with passengers to the Canton wharves, and to the Canton. At Patahna the old fashioned oiled-copper, stern-wheelers and the swift little paddles-boats—the hansom cabs of Canton and vicinity—at first resisted the rivalry of the steamer and a strike against her took place in her very first days of operation. In Canton they are numerous, but they are not a match for the steamer. But the untamed, wild-

...well the disturbance, sensibly advised

are concerned to get launches and  
compete with their new rival on his own  
ground; and they have wisely done so. I  
should not omit to say in this place that  
there are a few passenger lines served by  
steamer alone, and, not by forced barges,  
and it would be a long tale to describe the  
routes, the distances, and the size and  
draught of launches, all which matters be-  
long to my present theme. I will only add  
here that the rules for duties and likin on  
goods conveyed in steamers and towed bar-  
ges on inland waters will at first consist of  
nothing else than a statement of the likin and  
inland charges, with a small likin tariff; and  
that the provincial authorities propose to  
accord to steamer-borne goods in inland  
waters the same light treatment as they  
have all along hitherto accorded to Native,  
craft cargoes. It is to be hoped that after  
they have become reconciled to the rapid  
movements of steamers, they will make no  
objection to the introduction of the system of  
kin-collecting offices, and to a single in-  
itial tax payment in lieu of two payments  
at the first two barriers passed. Indeed,  
the former system is what the new Inland  
Navigation Rules contemplate, but the  
objection is too far reaching to be introduced  
at the very outset without great confusion.

**Shipbuilding at Shanghai.**

The Shanghai Engineering & Ship Dock  
Co., Ltd., it is reported, has secured the  
contract for the building of a steamer 230ft.  
long by 35ft. beam to the order of the  
Standard Oil Company. She will be engaged  
on the Yangtze in the carriage of case  
cargoes. The same Company has the or-  
der for the construction of the *Wanhsien*,  
a Shanghai native ship. The bulk of the  
contract (says the *N.-C. Daily News*) has been  
drawn from Europe through the agency of  
Messrs. Arnhold, Karberg, and Co., and  
the works are to be completed within twelve  
months.

**Greatest Storm in Australia.**

The *Singapore Free Press* of the 3rd  
inst. says:—There has been a terrible gale  
down Sydney way in which the German  
sloop *Augburg*, which arrived here the day  
before yesterday, the *Katombah*, and the  
*Araka*, suffered badly. The gale reached  
its height on the 10th July. The *Augburg*,  
of seventy or eighty horses forward, and  
about a hundred astern dashed the poor  
little boat, killing more than half the  
crew during the night. In some cases the  
masts were ripped up through coming in  
contact with shattered timbers, and the  
ship was a terrible one. For sixty hours  
the vessel floated towards the storm, and at  
the time the prospects were very gloomy.  
The crew of the *Araka* killed two men, Mr.  
Lawson, who was brought here yesterday  
in the *Araka*'s cobs, which being at the stern of the  
ship sustained no injury. The *Katombah*

at all her deck cargo. In all 440 tons, of

A total value of £2,700, were destroyed  
thrown on board. They were prize  
imals, bought at the market when prices  
were low.











